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PHOTO INTELLIGENCE MEMORANDUM

PODGORNAYA (NAGORNAYA) INTERNATIONAL RAILROAD BRIDGE

GP/I-112

(Project 72.151)

15 May 1955

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PHOTO INTELLIGENCE MEMORANDUM

PODGORNAYA (NAGORNAYA) INTERNATIONAL RAILROAD BRIDGE

25X1 This memorandum is in response to a request by O. C. I. for information on transportation facilities from U. S. S. R. into North Korea across the Tumen River. An analysis of oblique and vertical aerial photography taken between [] reveals the construction of a railroad bridge between U. S. S. R. and North Korea across the Tumen River at Nagornaya (42°25'N 130°39'E). Extensive railroad facilities have also been constructed on both sides of the Tumen River in this area since World War II.

It is apparent that the Russian rail line from Vladivostok via Kraskina has been connected with the North Korean rail line at Hongui. By crossing the Tumen River at Nagornaya the rail line avoids Chinese territory.

The railroad bridge was apparently constructed [] It is approximately 2250' long of steel girder construction resting on concrete piers. The gauge of track across the bridge could not be determined. There are road approaches at both ends of the bridge indicating some use by motor vehicles probably on an emergency basis. The bridge is not wide enough for a parallel track and roadway nor does it appear to be of double deck construction.

An extensive railroad classification yard has been constructed at Podgornaya since World War II. Actually, three distinctive railroad yards may be identified in this area and are indicated on Enclosure 1 as (A), (B), and (C). The main rail yard (A) is approximately 1200' long and 7-8 tracks wide.

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Yard (B), which is six tracks wide, lies just west of, and parallel to, yard (A). Yard (C), composed of four tracks and a Y turn-a-round, serves railroad shop buildings. A spur track (D) was under construction 1000' to the east of Yard B in [] the date of latest available photographic coverage.

The layout of the tracks in the Podgornaya classification yard suggests the possibility that yards A and C may be of standard 4'8" gauge and yard B of the Russian 5' gauge.

Similar facilities exist on the North Korean side of the border a mile west of the railroad bridge. The two distinct railroad yards are identified on Enclosure 1 as (E) and (F). Railroad yard (E) composed of two to four tracks extends for a distance of almost two miles. Yard (F) appears to have two tracks extending parallel to yard E for a distance of one mile. A Y turn-a-round and a rail spur are to the south of Yard E. Again a possibility exists that one yard may be of standard gauge and the other of the 5' Russian gauge. However, there is only one track running over the Nagornaya Bridge. Whether it is 4'8" gauge or 5' gauge could not be determined from a study of the available photography.

Apparently an earlier attempt had been made to construct a railroad bridge across the Tumen River some 750' downstream from the present Nagornaya Railroad Bridge. The attempt was not successful probably due to ice floes and flood conditions in the river.

A highway bridge formerly crossed the Tumen River approximately 3000' below the Nagornaya Bridge. One half of this bridge has been completely destroyed.

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The next nearest crossing of the Tumen River is a highway bridge located one mile Southwest of Kyonghung, North Korea (42°34'N 130°31'E) nine miles upstream from Nagornaya. ☐ coverage revealed that limited use is made of this bridge.

Roads in the area appear to be graded, but of limited capability and use. The rail line is intact southward to Najin. The rail line was not in operation south of Najin ☐ Rail traffic from Podgornaya to Changjin and points southward must move by way of Namyang (42°49'N 129°47'E) and Hoeryong (42°25'N 129°45'E).

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PHOTO REFERENCES: 25X1D



OTHER REFERENCES:

Mission Review Photo Intelligence Report R-84-12K

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AMS Map Series 1751 Sheet No 7341 III and IV

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